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Maintenance

KC-46 AIRCRAFT AND EQUIPMENT MAINTENANCE MANAGEMENT

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Chapter 1

MANAGEMENT OVERVIEW, SUPPORTING CONCEPTS AND REQUIREMENTS

1.1. Maintenance Concept.

1.1.1. The KC-46 is delivered as a Title 14 Code of Federal Regulations (CFR) Part 25, *Airworthiness Standards: Transport Category Airplanes*, Amended Type Certified (ATC) aircraft with Supplemental Type Certified (STC) systems and a limited number of Military Type Certified (MTC) systems. The aircraft is initially delivered to the USAF as Federal Aviation Administration (FAA) certified but will operate utilizing a military airworthiness certificate granted by AFLCMC/EZ that leverages the FAA type design as the basis for the approval.

1.1.2. The two criteria for maintaining the Airworthiness of the KC-46 are sustained conformance to the type design and in condition for safe operation. The first area is a matter of configuration control. The second, in condition for safe operation, is critically dependent upon adherence to the approved maintenance program and use of approved parts.

1.1.3. There is only one FAA approved maintenance program for the KC-46 and the reliance of the Technical Airworthiness Authority on the ATC and STC from the FAA requires all operators of the KC-46 to comply with lead command maintenance program. The FAA type design must be maintained to ensure continued airworthiness throughout the life cycle of the aircraft.

1.1.4. This guidance provides specific KC-46 maintenance processes that must be followed to sustain the type design and airworthiness approval.

1.1.5. Maintenance and support of the KC-46 is conducted using a three-level maintenance concept consisting of organizational (line) level maintenance, intermediate (backshop), and depot (heavy) level maintenance.

1.1.6. Organizational level maintenance includes, but is not limited to, tasks such as routine servicing, ground handling, system or Line Replaceable Unit (LRU) fault detection/isolation, LRU removal and replacement, repair verification, replacement of engine, and on-wing engine components, Auxiliary Power Units (APU), performing scheduled inspections to include pre-flight, post-flight, thru-flight inspections, and A Check inspections, and aircraft cleaning and washing.

1.1.7. Intermediate level maintenance includes but is not limited to KC-46 DIFM assets, Boom, WARPs, NICAD batteries, Oxygen carts, and KC-46 Aerospace Ground Equipment (AGE) where SMR code permits.

1.1.8. Depot level maintenance is considered heavy maintenance, component overhaul, and repair that is beyond the scope of organizational level maintenance. Depot maintenance can be provided by an organic depot, an FAA Part 145 certificated commercial maintenance, repair and overhaul (MRO) facility, or the Original Equipment Manufacturer (OEM).

1.1.9. Technical Data. The KC-46 will utilize S1000D commercial maintenance manuals based on Air Transportation Authority (ATA) format and modified to meet requirements outlined in T.O. 00-5-3, *AF Technical Order Life Cycle Management.*

1.1.10. KC-46 technical data will be located on the ETIMS Library Catalog and will be managed by the KC-46 Program Office.

1.1.11. KC-46 specific technical data is the only authorized technical data allowed, unless specifically called out by the approved KC-46 List of Applicable Publications (LOAP) or where no specific instructions exist within the MDS specific tech data or other publications approved in the LOAP (i.e. 1-1 series, 42 through 44 series) as stated in paragraph 2. through 2.3. of the Aircraft Maintenance Manual introduction. Use of local general practices that have not been reviewed and approved by engineering is not permitted. The AFTO Form 22, *Technical Manual (TM) Change Recommendation and Reply*, process will be utilized for any recurring needs that fall under general series tech data. Where MDS specific tech data and general series tech data exist, MDS specific (SOPM, SWPM, etc.) will be used.

1.1.12. Recommended improvements, corrections or additions to KC-46 technical data will follow the process outlined in T.O. 00-5-1, *AF Technical Order System*. The request should be clear, concise and provide enough detail to identify the recommendation. Additionally, the request should provide a recommended solution if known.

1.1.13. Extended Operations (ETOPS). ETOPS is a maintenance reliability program that allows KC-46 aircraft to conduct ETOPS when maintained IAW T.O. 1C-46(K)A-20-1, *Standard Procedures Manual, Extended Operations Maintenance Program*, the applicable maintenance manuals, and operated IAW the applicable flight operation manuals. This allows KC-46 aircraft to safely fly up to 180 minutes as the maximum diversion time from an alternate airport. This approval is contingent on continuous compliance with supplemental ETOPS requirements for: type design, maintenance, and flight operations. The type design requirements are defined by the applicable FAA Type Certificate (TC); the maintenance requirements are defined by this guidance and the applicable maintenance manuals; and the flight operational requirements are defined by AFMAN 11-2KC-46V3, *KC-46 Operational Procedures*. All KC-46 aircraft will be operated and maintained for ETOPS.

1.1.14. Continuing Analysis and Surveillance System (CASS). The CASS program is established to collect, analyze, and correct aircraft and maintenance program deficiencies that impact aircraft and personnel safety, and aircraft continued airworthiness throughout the life of the KC-46. CASS is a risk-based, closed loop system that uses surveillance, analysis, corrective action, and follow-up through continuous monitoring. Participation is required see **Chapter 2** and **Chapter 6**.

Chapter 2

ROLES AND RESPONSIBILITIES

2.1. Maintenance Group Commander (MXG/CC) Responsibilities. The MXG/CC (or equivalent) will:

2.1.1. Ensure compliance with the KC-46 Service Difficulty Report (SDR) Program. **(T-3)**

2.1.2. Ensure Compliance with the Major Repair and Alteration Program. **(T-3)**

2.1.3. Appoint individuals on Special Certification Roster (SCR) "ETOPS dual maintenance exception authority." See **Chapter 8**. **(T-3)**

2.1.4. Designate a WARP Manager (WARP Equipped Units). **(T-3)**

2.2. Maintenance Supervision Responsibilities. Maintenance Supervision will:

2.2.1. Ensure day-to-day management, coordination of ETOPS decisions, and maintenance personnel are ETOPS qualified. See **Chapter 8**. **(T-3)**

2.2.2. Ensure a SDR is submitted, when required, IAW AMC KC-46 Debriefing Checklist and 1C-46(K)A-20-1. The current checklist can be found at **https://www.my.af.mil/gcss-af/USAF/ep/globalTab.do?channelPageId=s44C00E3C806C692B01806C8EA042003F**

2.2.3. Submit SDR even if all the required information is not immediately available. Supplemental information will be entered in Field Maintenance Command and Control (FMxC2) when the information is acquired through applicable maintenance actions.

Chapter 3

AIRCRAFT MAINTENANCE SQUADRON (AMXS)/GENERATION SQUADRON.

3.1. Production Superintendent (Pro Super). For aircraft under their operational control, the Pro Super will:

3.1.1. Ensure oil consumption rates for engines and APU are documented and acceptable IAW 1C-46(K)A-20-1, Chapter 12.

3.1.2. Determine the need for performance of dual maintenance on ETOPS systems IAW 1C-46(K)A-20-1.

3.1.3. Ensure any Reduced Vertical Separation Minimums (RVSM) altitude keeping discrepancies are reported to QA.

3.1.3.1. Altitude keeping discrepancies are Pilot Reported Discrepancies pertaining to RVSM Altimeter Cross Check Limits listed in the Flight Crew Operations Manual exceeding maximum allowable differences between Captain and F/O, or Captain or F/O and Field Elevation.

Chapter 4

MAINTENANCE SQUADRON (MXS)/GENERATION SQUADRON.

4.1. MXS Production Superintendent (Pro Super). For aircraft under their operational control, the Pro Super will:

4.1.1. Ensure oil consumption rates for engines and APU are documented and acceptable IAW 1C-46(K)A-20-1, Chapter 12.

4.1.2. Determine the need for performance of dual maintenance on ETOPS systems IAW 1C-46(K)A-20-1.

Chapter 5

MAINTENANCE OPERATIONS (MXO)

5.1. Maintenance Management Analysis (MMA) will:

5.1.1. Provide a report every 30 days that outlines each interruption to a flight, unscheduled change of aircraft or unscheduled stop, diversion from a route, or mission abort caused by known or suspected mechanical difficulties or malfunctions that are not required to be reported under the SDR process.

5.1.2. Report will be provided to Air Mobility Command Weapon Systems/Analyst Team (AMC/A4MF) for review and input into the Life Cycle Management Program (LCMP) Tool.

Chapter 6

QUALITY ASSURANCE (QA)

6.1. Chief Inspector Responsibilities. The Chief Inspector will:

6.1.1. Ensure that Routine Inspection Lists include inspections pertaining to the RVSM, and CAT IIIa programs. **(T-3)**

Chapter 7

MATERIEL MANAGEMENT SUPPORT

7.1. Maintenance Personnel Responsibilities:

7.1.1. Maintenance personnel will:

7.1.1.1. Visually verify parts are serviceable prior to acceptance from supply activity.

7.1.1.2. Ensure only parts listed in the KC-46 Illustrated Parts Catalog (IPC) are installed on the aircraft.

7.1.1.3. Ensure part number(s) listed on the included condition tags/forms (FAA 8130- 3, European Union Aviation Safety Agency (EASA) Authorized Release Certificate Form 1, Transport Canada Civil Aviation (TCCA) Form AI-100, *Canada Export Airworthiness Certificate*, Certificate of Conformance, DD Form 1574, *Serviceable Tag-Materiel*, and/or Joint Aviation Authority (JAA) Form One, *Authorized Release Certificate*, from approved KC-46 military repair station (MRS)) matches the KC-46 IPC.

7.1.1.4. Ensure part number (PN)/serial number (SN) on included tags/forms match the PN/SN on the part.

7.1.1.5. For depot level reparable parts, ensure a copy of the appropriate tag has been provided to PS&D for inclusion into the aircraft jacket file. Consumable item tags are tracked and maintained by Defense Logistics Agency (DLA).

7.1.1.6. Any part or component that does not meet requirements for any reason will be refused at the supply point.

7.2. CASS Board. To obtain CASS Board approval for Commercial Maintenance Provider utilize the following process.

7.2.1. Contact the CASS Manager or CASS organization email address, **AFLCMC.WKC.SustainmentCAMPCASS@us.af.mil**, to initiate the Maintenance Provider Site Survey Audit and provide the following information: Company name and location, component(s) or services needing maintenance, and approval need date.

7.2.2. CASS Team will contact the Maintenance Provider and request a completed CASS Vendor Survey Template.

7.2.3. USAF requestor will initiate process for the Maintenance Provider to obtain KC-46 Maintenance Technical Order(s) for the components or services needing maintenance and ensure that the Maintenance Provider has the most recent revision of the maintenance data when performing maintenance.

7.2.4. The CASS Team will approve the maintenance provider by document evaluation, site survey, or audit at the earliest available date.

7.2.4.1. If there are no gaps or findings during the audit the Maintenance Provider will be added to the Approved Vendor List.

7.2.4.2. If there are gaps or findings during the audit the Maintenance Provider must resolve the noncompliance items and will be approved after passing an additional audit or providing objective evidence of compliance.

7.2.5. A current list of reputable and approved vendors can be found at: **https://members.lcmp.af.mil/sites/kc46/KC46/CassMgmt/Lists/McConnell%20Maintenance%20Provider%20List/AllItems.aspx**.

7.2.6. Approval for commercial vendors to procure small quantity Unit direct buys is permitted provided material is produced to the specification in which it is intended for the KC-46. Information such as CoC that provides what specification, batch, lot, etc. is required for traceability since these procurements are Unit funded.

7.2.6.1. The FAA has coordinated with a third party to provide a database of approved vendors, MROs, and manufacturers, this is a voluntary program and not an inclusive list of reputable vendors. A current list can be found at **https://www.aviationsuppliers.org/faa-ac00-56**.

7.2.6.2. Reputable and approved vendors can be added to the approved Maintenance Provider (vendor) list in LCMP via CASS request (see **paragraph 7.2.5** for link of approved providers).

7.3. Structural Repair and Metals Tech shops. Structural Repair and Metals Tech shops are authorized to fabricate parts for repair IAW the approved and accepted technical data (i.e. SRM, CMMs, and associated data such as SOPMs and AFIs and manuals. When data is not available (i.e. damage outside allowable limits) the 107 and 202 process is utilized for local fabrication authorization.

7.3.1. Raw materials must be procured to the specification as to which it is intended for the KC-46. Materials are identified in the technical data and ordered per USAF instructions. Storage and handling is per the technical data, manufacturer's instructions, and AF policy and procedures.

7.4. Part number identical consumables are permitted for use on the KC-46, provided they meet technical specification and do not require KC-46 unique NSNs. Any parts requiring additional CAGE code listing need to be routed through the KC-46 TOMA office for addition to the IPC.

Chapter 8

ADDITIONAL MAINTENANCE REQUIREMENTS AND PROGRAMS.

8.1. ETOPS Maintenance Requirements. This policy is for use by personnel involved in USAF KC-46 ETOPS maintenance and will be used in conjunction with applicable ETOPS technical data.

8.1.1. The KC-46 ETOPS maintenance program is designed to support the enhanced standards necessary to safely and reliably conduct ETOPS flights.

8.1.1.1. All maintenance on the aircraft shall be IAW the approved procedures, manuals, and technical data applicable to ETOPS. **(T-3)**

8.1.1.2. All maintenance personnel shall be ETOPS trained IAW T.O. 1C-46(K)A-20-1.

8.1.1.3. Ensure degraded ETOPS status is reported in the Aircraft forms, and the MIS with a statement that identifies an ETOPS limiting condition. Limitation will be annotated as a note following the discrepancy. **Example:** "Hydraulic Motor Generator INOP, **NOTE:** ETOPS limited to 120 minutes."

8.1.2. Dual Maintenance. Personnel will avoid performing maintenance on the same or substantially similar ETOPS significant systems between sorties without approval from a dual maintenance exception authority. Refer to T.O. 1C-46(K)A-20-1 for guidance.

8.1.3. ETOPS Verification Program. The purpose of this program is to verify corrective actions taken to resolve discrepancies on ETOPS significant systems. Refer to T.O. 1C-46(K)A-20-1 for guidance.

8.2. Reduced Vertical Separation Minimum (RVSM).

8.2.1. Each KC-46 aircraft is delivered and certified RVSM capable for flying routes as designated by the FAA/Air Traffic Control.

8.2.2. Structural repairs (typically around static ports and pitot tubes) may affect the RVSM capability of the aircraft.

8.2.2.1. Structural or skin repairs near the pitot static system ports as outlined in the Structural Repair Manual (SRM) will be documented on the Air Force Technical Order (AFTO) Form 781A, *Maintenance Discrepancy and Work Document,* and Air Force Technical Order (AFTO) Form 95, *Significant Historical Data*. **(T-3)**

8.2.3. Personnel who maintain the RVSM system and perform structural repairs will be trained IAW the applicable Career Field Education and Training Plan (CFETP) and supervisor provided On the Job Training (OJT). **(T-3)**

8.2.4. Initial (KC46002102) and annual (KC46002103) training will be documented in FMxC2. **(T-3)**

8.2.4.1. Initial training consists of: **(T-3)**

8.2.4.1.1. Aircraft geometric inspection techniques. **(T-3)**

8.2.4.1.2. Test equipment calibration/usage techniques. **(T-3)**

8.2.4.1.3. Documentation requirements. **(T-3)**

8.2.4.2. Annual training will consist of initial training requirements and highlight any system changes. **(T-3)**

8.2.5. RVSM altitude keeping errors will be reported to the CASS via the CASS Manager or organization email address, **AFLCMC.WKC.SustainmentCAMPCASS@us.af.mil**. **(T-3)**

8.3. Lower Landing Minimum Program Requirements.

8.3.1. The KC-46 provides Category IIIa capability which is a precision instrument approach and landing with a decision height no lower than 100 feet and a Runway Visual Range (RVR) of not less than 200 meters.

8.3.2. Personnel who maintain Lower Landing Minimum systems will be trained IAW the applicable CFETP and supervisor provided OJT. **(T-3)**

8.3.3. Initial (KC46002104) and annual (KC46002105) training will be documented in FMxC2. **(T-3)**

8.3.3.1. Initial training consists of: **(T-3)**

8.3.3.1.1. General system maintenance knowledge. **(T-3)**

8.3.3.1.2. Test equipment calibration/usage techniques. **(T-3)**

8.3.3.1.3. Documentation requirements. **(T-3)**

8.3.4. Annual recurring training will consist of initial training requirements and highlight any system changes. **(T-3)**

8.4. Major Repair and Alterations

8.4.1. This policy is for use by personnel involved in USAF KC-46 Major Repairs and Alterations and shall be used in conjunction with 1C-46(K)A-3-2.

8.4.2. Chief Engineer or designee has the authority to develop & revise the procedures utilized by USAF in the accomplishment of Major Repairs & Major Alteration in accordance with technical data approved by the FAA.

8.4.3. Major Repairs and Major Alterations will be accomplished utilizing only FAA “approved data”.

8.4.3.1. Typical sources of “approved data” include but not limited to: FAA approved Structural Repair Manual (SRM) (for the type specific aircraft requiring repair), Engineering approved data, Component Maintenance Manual (CMM), or Time Compliance Technical Order (TCTO) issued from FAA approved Service Bulletins and Airworthiness Directives.

8.4.4. Minor Repairs and Minor Alterations may be accomplished utilizing FAA “accepted data.”

8.4.4.1. Typical sources of “accepted data” include but not limited to: Aircraft Maintenance Manual (AMM) or TCTO issued from Service Letters and Service Bulletins.

8.4.5. No deviation from approved/accepted data will be authorized. If a revision is required, the Chief Engineer or designee is responsible to obtain the revised approved/accepted data.

8.4.6. A record of each Major Repair and Alteration will be annotated on AFTO Form 95 for historical purposes and will remain with aircraft for life.

8.4.7. AFTO Form 95 should include the following: date of accomplishment, location/system repaired, reference to data used, and description of repair performed.

8.5. Minimum Essential Subsystem List (MESL).

8.5.1. The KC-46A Dispatch Deviation Guide/Minimum Equipment List (DDG/MEL) is the MDS equivalent to a MESL for the KC-46 and is located in ETIMS.

8.5.2. DDG/MEL notes will outline maintenance requirements for degraded systems and are intended to be followed in conjunction with the associated AMM task(s).

8.5.3. Maintenance personnel shall adhere to the repair categories in the DDG/MEL.

Chapter 9

MAINTAINING COMMERCIAL DERIVATIVE AIRCRAFT (CDA).

9.1. CDA Compliance:

9.1.1. The KC-46 maintenance program has been vetted through the FAA and has been deemed as meeting the intent of an FAA certificated maintenance program. As such, this guidance acts as the program policy in place of guidance normally required in Chapter 12 of DAFI 21-101, *Aircraft and Equipment Maintenance Management*, and DAFI 21-101_AMCSUP, *Aircraft and Equipment Maintenance Management.*

Chapter 10

MAINTENANCE PLANS, SCHEDULING AND DOCUMENTATION (PS&D).

10.1. PS&D Responsibilities:

10.1.1. PS&D will:

10.1.1.1. Maintain serviceable tags/forms, via electronic copy, **ONLY** for depot level reparable items in the aircraft electronic jacket file (e.g. FAA 8130-3, EASA Form 1, Canada Transport Form, and Certificate of Conformance, DD Form 1574). Consumable item tags will be tracked and maintained by DLA. During the annual jacket file review, remove tags **ONLY** after equipment has been removed from the aircraft. **(T-3)**

10.2. KC-46 A-checks and C-checks scheduling and establishing due dates.

10.2.1. The calendar-based maintenance due dates for both A-checks and C-checks are established using the original aircraft delivery DD250 date or an approved revised maintenance start date for each aircraft. The intervals for A-checks and C-checks are defined in KC-46 Interactive Electronic Technical Manual (IETM), Section 1, Part B and Part C, A-check and C-check Cyle Matrix Tables. The maintenance start date and defined intervals are used to establish the FMxC2 due dates for each A-check and C-check.

10.2.2. **Note:** KC-46 is scheduled "due to due," meaning set continuously on the maintenance start/due dates and are not updated based on completion/sell dates. The due dates do not change based on completed maintenance. The only changes occur when an approved maintenance start date is established. PS&D will utilize the applicable "due to due" FMxC2 logic codes in lieu of legacy calendar type logic codes.

10.2.3. Review the most current "Setting KC-46 A-check and C-check due dates in FMxC2" Business Rule Document for a detailed description on correctly entering FMxC2 due dates and points of contact. KC-46 Program Office Maintenance Planning is the OPR for Business Rules. The current version is located at (LCMP access required): **https://members.lcmp.af.mil/sites/kc46/KC46/CassMgmt/KC46%20Fleet%20Docs%20Cross%20Talk/KC46%20Fleet%20Documents/Forms/AllItems.aspx**.

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

14 CFR Part 25, *Airworthiness Standards: Transport Category Airplanes*

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFMAN 11-2KC-46V3, KC-46 *Operational Procedures*, 2 May 2024

DAFPD 21-1, *Maintenance of Military Materiel*, 21 February 2024

DAFI 21-101, *Aircraft and Equipment Maintenance Management*, 16 January 2020

DAFMAN 90-161, *Publishing Processes and Procedures*, 18 October 2023

DAFI 21-101_AMCSUP, *Aircraft and Equipment Maintenance Management*, 15 July 2024

T.O. 00-5-1, *AF Technical Order System*, 19 November 2024

T.O. 00-5-3, *AF Technical Order Life Cycle Management*, 20 January 2025

T.O. 1C-46(K) A-20-1, *Extended Operations Maintenance Program*, 20 August 2023

Prescribed Forms

None

Adopted Forms

AFTO Form 22, *Technical Manual (Tm) Change Recommendation and Reply*

AFTO Form 781A, *Maintenance Discrepancy and Work Document*

AFTO Form 95, *Significant Historical Data*

DAF Form 847, *Recommendation for Change of Publication*

DD Form 1574, *Serviceable Tag – Materiel*

EASA Form 1, *Authorized Released Certificate*

FAA 8130-31, *Statement of Conformity - Military Aircraft*

Form AI-100, *Canada Export Airworthiness Certificate*

Certificate of Conformance

JAA Form One, *Authorized Release Certificate*

Abbreviations and Acronyms

AGE—Aerospace Ground Equipment

APU—Auxiliary Power Unit

ATA—Air Transportation Authority

ATC—Amended Type Certified

CASS—Continuing Analysis and Surveillance System

CDA—Commercial Derivative Aircraft

CFETP—Career Field Education and Training Plan

CMM—Component Maintenance Manual

DLA—Defense Logistics Agency

DDG—Dispatch Deviation Guide

EASA—European Aviation Safety Agency

ETIMS—Enhanced Technical Information Management System

ETOPS—Extended Operations

FAA—Federal Aviation Administration

ICD—Initial Capabilities Document

IETM—Interactive Electronic Technical Manual

IPC—Illustrated Parts Catalog

LCMP—Life Cycle Management Program

LOAP—List of Applicable Publications

LRU—Line Replaceable Unit

MESL—Minimum Essential Subsystem List

MMA—Maintenance Management Analysis

MRO—Maintenance Repair and Overhaul

MRS—Military Repair Station

MTC—Military Type Certified

MXO—Maintenance Operations

MXS—Maintenance Squadron

OEM—Original Equipment Manufacturer

OJT—On the Job Training

OPR—Office of Primary Responsibility

PN—Part Number

QA—Quality Assurance

RIL—Required Inspection Lists

RVR—Runway Visual Range

RVSM—Reduced Vertical Separation Minimum

SCR—Special Certification Roster

SDR—Service Difficulty Report

SMR—Source, Maintenance, and Recoverability

SN—Serial Number

SRM—Structural Repair Manual

STC—Supplemental Type Certified

TC—Type Certificate

TCTO—Time Compliance Technical Order

Office Symbols

AFLCMC/EZ—Engineering and Technical Management and Services, Air Force Life Cycle Management Center

AMC/A4MF—Air Mobility Command Weapon Systems/Analyst Team

HQ AMC/A4MP—Headquarters Air Mobility Command Policy and Procedures Branch

MXG/CC—Maintenance Group Commander